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[a1190]

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## DEATH.

On 17th July, at Swatow, HAROLD BROWN, of Messrs. Butterfield & Swire, aged 38 years. 1353

HONGKONG OFFICE: 10A, DES VUEX ROAD C.  
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The Daily Press.

HONGKONG, JULY 19TH, 1906

FOLLOWING our remarks yesterday, we may briefly note the numerous kindred references that have appeared in the press since Dr. RICHARD's quaint comments. Christendom seems to be ignoring the parable of the lilies, and taking thought, not only for its own tomorrow, but for all the tomorrows of the Chinese and Japanese. Perhaps the most interesting is Mr. A. R. COLQUHOUN's contribution to the *Fortnightly*, on "Christianity and China." Where Mr. Colquhoun sticks to his subject, his utterances appear quite authoritative. It was necessary, perhaps, considering the "smugness" of many of his readers, to insist that the Chinese are not lacking in the moral sense; and he had also the right to add his opinion of the influence on the Chinese character of the respective empires that have found a home in the Empire. He notes a change which we do not consider as real as it seems; formerly we were told that the common people welcomed Christianity and the government and literati were hostile to it. It is now the latter who are ostentatiously friendly, while the anti-missionary feeling is spreading throughout the country. The missionary with sufficient experience and candour has to admit that at bottom there has been no vital change of sentiment on either side. When we were told that "the common people welcomed Christianity" we were told what was not true, or at least, we were deceived by exaggeration. When Mr. COLQUHOUN considers the prospects of Christianity in China, he asks what

Christianity has to offer to China. Ethics? Christian ethics, he contends, are inferior to her own, for while our moral system is based on individualism here is founded on family life. "The spiritual consolations and upliftings of our religion do not have the same appeal to a people whose fundamental idea of virtue is stoicism, and whose mystical side has been fed to repletion." "But," he adds elsewhere, "Christian civilisation without doctrine has much to offer China, and the benefits of advanced humanitarianism, of applied science, and of personal devotion to an ideal are beginning to bear good fruit after a long period in which their connection with the hated foreigners and his ways was their great obstacle." Japan became as efficient as the barbarian, without adopting his religion; China cannot have failed to notice this.

The conviction of sin and the longing for salvation do not enter into the Chinese's purview of life, and when we reflect that many things which we call sin are virtues in his eyes it is hard to see how we are to bring these things home to him. Mr. COLQUHOUN further says, "Chinese philosophy and morality are breaking down of themselves before the impact of materialism, and dark as the outlook has been and still is for the spread of the dogma of Christianity, there is reason to believe that the efforts of Christian missionaries to raise the Chinese standard at such points where it is lowest—in humanitarianism, respect for women, and other respects—will eventually win for the religion which prompted them a recognition which no propaganda could attain."

Some of Mr. COLQUHOUN's commentators drag him with them into the error of "Christian civilisation," the civilisation of Europe "which has grown out of" Europe's religion, and so on. Perhaps it is only fair that as Christianity is so often blamed for European naughtinesses, it should have credit for all the European virtues. Civilisation and Christianity, however, are not so indissolubly bound up as many innocent people seem to assume. Social amenities are evolved of necessity, quite independently of religion. Ethics never have hung on to the tail of any religion, though some religions have lived, pantheistically, upon ethics, with but little of their own to justify their existence. The subject is not a particularly savoury one, and it is fortunate that a man like Tolstoy, in his essay on "Church and State," should have already published these truthful but disagreeable statements, that the words "Christian State" have almost as little significance as would have the terms "hot ice"; and Christian Civilization implies not much more than frog's feet. The national character is demoralised by so much as it is forced to attribute its development to fictitious causes; a religion deteriorates in quality the moment it is adopted as a State formula. The HONORARY SECRETARY of the Pan-Islamic Society, who rejoices at the silly rumour that Japan is about to adopt Islam, says, "As has been suggested in the *Morning Post*, the political advantages that Japan can gain by adopting Islam as her State religion are too obvious to be hidden from the eyes of the statesmen of Japan." Obviously, there is behind that the counter-hope, the ambition of CONSTANTINE's archbishops. The bribe is thus dangled in the eyes of the Tokyo Government.

"If she (Japan) dreams of becoming one day a world-power, and to make Asia again dominate other continents as she did once, Japan cannot realise that object but by doing the evening and inspiring religion of Islam—the simple, invigorating, and practical religion—the religion of Muhammad, the greatest reformer, legislator, conqueror, commander, a nation and Empire founder; the religion of Khalid, the conqueror of Persia in Asia; the religion of Amro, the conqueror of the land of Pharaohs in Africa; and the religion of Mahomet II., the conqueror of the invincible Constantinople in Europe."

The Christian missionaries are more generous; they promise that their converts shall "inherit the earth." OMAR's scathing line seems to apply, "Oh, the sorry trade." "Whence arises this insatiable desire of undulating one's brethren?" It is Tolstoy who asks, "In good truth, if these people were in possession of the truth they would understand that this belief is nothing else than the sentiment of the hidden significance of life itself, that it establishes the relations of each individual between himself and God, and that this faith consequently cannot be imparted; whatever they can make enter, and whatever they have made enter into the minds of others is not faith but only an appearance of faith." Tolstoy's admirers in the Far East have unusual opportunities for confirming his proposition.

The English Mail of the 16th June was delivered in London on the 14th inst.

The Japanese cruiser *Hosokida* (Capt. Ishibashi) arrived at Hongkong from Tournay yesterday.

It is reported that the N. Y. K. has decided to change its bi-weekly service between Hongkong and Bangkok to a weekly service.

Mr. W. Lee Jones, deputy registrar of the Supreme Court, left yesterday by the German mail for a three months' holiday in Japan.

According to an investigation made by the authorities, says the *Osaka Asahi*, the number of Japanese residents in Korea at the end of May last was 69,000.

Early on Tuesday morning a lagoon was leaving his quarters at No. 7 Police Station, he got on duty; he fell downstairs and dislocated his shoulder, which necessitated his removal to the Civil Hospital.

It is reported that the Nippon Yusen Kaisha has ordered three new steamers, each of 2,500 tons, for the Yangtze service; two steamers of 2,700 tons each for the Shanghai line; and two of 8,700 tons each for the European line.

The officers of the *Cassini*, recently arrived at Auckland, New Zealand, from one of the Polynesian Islands, declare that they twice passed a sea serpent. His length was estimated at 60 feet, and it was said his head resembled that of a red gurnet.

The latest mixed metaphor comes from Warrenton. In a caustic attack on the Town Council a member of the local Trades Council thundered: "Let us go to the Council not like a lamb, but like the wolf, and take the bull by the horns."

The Criminal Sessions should have been held yesterday; but owing to a case in Original Jurisdiction not having been concluded the previous day, they were adjourned till today, the juryman having been previously warned not to attend yesterday.

The authorities at Peking, having learned that the Chinese volunteers of Shanghai are well drilled and have excellent rules, have written to the president of the commercial bureau of Shanghai to send a copy of the rules to Peking, where they have also the intention of forming a Chinese volunteer corps.

The following is a list of the ladies and gentlemen who have promised the Hongkong Volunteer Corps to sing at their concert on Saturday: Mrs. Badley, Mrs. Frank Maitland, Messrs. Frank Austin, P. W. Goldring, E. Carr, H. Moorhouse, P. H. Thomas, Sydney Montie and G. W. C. Barnett.

The Colinhill (Wimborne) Football Club have just presented their pet dog "Quick" with a collar bearing a suitable inscription. Quick only missed attending two of the club's matches last season, and curiously they were the only two matches the Colinhills lost. After this no one will scoff at maccos.

The spread of illustrated journalism is not confined to the land. When the great liner *Lusitania* was launched the news was "wired" to all the other Canarders at sea, and the announcement was printed in the bulletin printed on the liners every day, accompanied by a picture of the liner.

The saying "de mortuis" has practical significance in Germany. The editor of a Leipzig paper has been awarded six months for life imprisonment. He had written disrespectfully of the ancestors of the King of Saxony. Other German editors are careful now in their allusions to Adam, being uncertain how far back the principle of ancestral laws may be held to extend.

Mr. Rockefeller is coming out in a new character—that of a humorist. An interesting feature of his going, he explained to a fellow-passenger on the *Deutschland*, is that he makes a stroke and then rides after the ball on a bicycle. He claims that the combination gives an ideal exercise. It is refreshing to find that the world's richest man can joke. It is as rare for a millionaire to be a humorist as it is for a humorist to be a millionaire.

The journey from Vladivostok to Moscow by the Trans-Siberian Railway only occupies 363 hours by the special rapid train. This is practically twelve and a half days. From Vladivostok to Harbin it takes 26 hours, from Harbin to Manzhou 28 hours, from Manzhou to Irkutsk 34 hours, from Irkutsk to Taiga 38 hours, from Taiga to Charyabinsk 33 hours, and from Charyabinsk to Smara 51 hours, and from Smara to Moscow 31 hours. With stops the journey occupies 12 days 23 hours.

Although the late Sir Halliday Macartney was not a literary man in the sense of being the author of any published work, his dispatches, which were exceedingly voluminous and covered a wide range of subjects, were characterised by an incisive force that sometimes ruffled the plumes of staid and precise Foreign Office clerks. It is believed, says the *Athenaeum*, that Sir Halliday has left abundant materials for a memoir, and they should prove a mine of information about the secret history of politics and diplomacy in the Far East during the last half-century.

There is a popular assembly in Russia, but things remain much what they were before. There is published by the *Russki Viedomosti*, a proclamation issued by the District Governor of Gori and Sonelob, in the Caucasus. There appear to have been some tumults and agitations in the region, which it was the Government's desire to allay. To this end he issued his proclamation, by way of ultimatum. "Once more, and for the last time," he says, "I call upon the population to observe order." They are warned that if but one more complaint of disturbance reaches him, the village or district affected will have to bear all the consequences. There will be no effort to find the guilty individuals. Troops will simply be sent, and the village levelled, and its lands and stock devastated, without the slightest regard to the innocence or otherwise of the sufferers.

The first number of the *Canton Daily News* was issued on Tuesday. A new French paper, *L'Echo de Peking*, has also made its appearance.

According to the *Nanfengpao* of July 13th, the British Charge d'Affaires refuses to revise the clause in the Canton-Kowloon agreement as proposed by the Waipatu some time ago.

The total number of Chinese students now in Japan is given as 13,000. Every month 500 to 600 are leaving China for Nippon. Recently they sent Yon 1,838 to relieve distress caused by the floods.

Rear-Admiral Brownson, who will proceed from America to the Far East in September with a squadron of four armored cruisers, will, on his voyage, call at British ports to return the visit of the Second Cruiser Squadron, under Prince Louis of Battenberg.

News has reached Hongkong of the death of Mr. H. Burton, Messrs. Butterfield & Swire's agent at Swatow. The sad occurrence, which took place on Tuesday, was quite unexpected, Mr. Burton having been ill for a few days only. He had been in the service of the firm for over 15 years, and had a large circle of friends in the Colony. Mr. J. H. R. Huen left yesterday to take charge of the agency.

The *Birmingham Daily Post* of June 18th said: "After an absence of several weeks in Spain, during which they were highly interested spectators of the festivities held in connection with the Royal marriage, the Chinese Minister and his secretary, Mr. Ivan Chia returned to London to-day. This absence on the Continent has prevented the Minister and his secretary from travelling to Scotland to attend the funeral of the late Sir Halliday Macartney, which took place to-day, in the graveyard which surrounds the ruins of the ancient Dundrennan Abbey, in Kirkcubrightshire. The keenest regret is felt by these representatives of China on account of the death of Sir Halliday, to whom they give credit for the major part of the long, arduous, patient work of rousing the ruling mind of China to a perception of the utilities to the East of Western civilisation. Very recently the Emperor of China expressed his sense of the value which the Government at Peking attached to Sir Halliday's forty years' work for China by bestowing upon him the unique honour of a pension, a State reward that is without precedent, either in the case of a native or of a foreign official in the Government service of China; and this exceptional recompense has, unfortunately, been enjoyed by Sir Halliday for but five months. There is now no English official on the diplomatic staff in Portland Place, Sir Halliday Macartney's successor being a Chinaman."

A SOCRATIC ARGUMENT.  
 Is it a fact that a Japanese dealer has been fined for possessing, without police permission, some swords that the magistrate admitted were canes? What was the object of the law under which the penalty was inflicted? Has that object been achieved? Can it be achieved, while choppers and carving knives are legal? If not, must the law be so scrupulously interpreted? Is every householder who has sword trophies on the wall liable to fine? Are all the ordinances as rigorously enforced? If not, as they say at the Sanitary Board, why not? If the police are smothered in red tape, is there no one in higher authority to extricate them?

JAPANESE POET AND ENGLISH SAILORS.

The Japanese poet, Kira Goro Noguchi, contributed to the *Jiji* of July 7th a poem welcoming the British China Squadron. The following English version gives a faint suggestion of its sentiments:  
 Swartly or fair, our Star is the same though our skins be of different hue.  
 With different tongues we talk, but our cardiac language together answers the True.  
 Or over the gods had joined our arms our destinies entwined.  
 Love and truth between us to-day, and there's glory and rest to-morrow.  
 Our birds are singing as English songs: our flowers show English hues;  
 Come, English sailors, to your homes in our hearts!  
 Come to your homes that we have builded beneath the pines.  
 Hear you not the welcome song of the pine-tree harps?  
 Share our cry on the front of Fuji-sama.  
 Behold the smile of welcome to our adopt d brothers that lights up Fuji's brow.  
 We drink to England and the English, to their health and undimmed glory.  
 Here's to follow hand-in-hand the Light to-day; here's to reap together the harvest of peace and love to-morrow.  
 You who drink the wine of life upon the sea! Will you and know the hidden feelings of our sailors' souls.  
 Come, we will drink, talking fraternally of the hard sea of empire.  
 Hark! What sounds are they? The thunders and gales of the sea?  
 Nay! That is the glorious song of the Anglo-Japanese navy.

WEATHER REPORT.

On the 18th at 11.55 a.m.—The barometer has risen slightly on the E. coast of China, and is little changed elsewhere.  
 Pressure remains in considerable defect at the Philippine and Formosa stations, and the depression would appear to be almost stationary in the Pacific, to the N.E. of Luzon.  
 The Japanese returns are, however, not available this morning.  
 Moderate N.E. winds are indicated in the Formosa Channel and moderate variable winds over the N. part of the China Sea.  
 Forecast:—Light to moderate N.E. winds; showery.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## BRITAIN'S BIG BATTLESHIPS.

LONDON, July 18th.

It has been decided to build two warships of the *Dreadnought* type.

## CANADA'S INVITATION.

LONDON, July 18th.

The King has declined the invitation from the Canadian Government to visit the Dominion.

## MUTINY IN RUSSIA.

LONDON, July 18th.

Forty-seven Russian regiments are disaffected.

## MEDIATION ACCEPTED.

LONDON, July 18th.

The Central American republics of San Salvador and Guatemala, which recently commenced hostilities, have now accepted the offer of mediation by President Roosevelt of the United States and President Diaz of Mexico.

## RUSSIA.

LONDON, July 18th.

The Council of the Empire has rejected the Government's famine relief measures and adopted, in their place, the Duma bill, providing Roubles 15,000,000 for immediate relief.

General Kozloff has been shot dead while walking in the park at Peterhof. The assassin, who has been arrested, confesses, and says that he mistook General Kozloff for General Trepoff.

There is a recrudescence of the revolution and a strike has taken place at Batu; the town is completely terrorised and the police refuse duty.

## THE COLLISION AT YOKOHAMA.

Tokyo, July 18th.

The finding of the Naval Court held at Yokohama yesterday evening to inquire into the collision between the R.M.S. *Athenia* and the Standard Oil Company's str. *Aspichero* was against the latter, with costs.

## CANADIAN TRADE WITH JAPAN.

Tokyo, July 18th.

An agreement has been promulgated applying to Canada the Anglo-Japanese Commercial Treaty.

## THE JAPANESE RAILWAY IN MANCHURIA.

Tokyo, July 18th.

Seventy-nine Commissioners with Baron Kodama as President have been appointed to inaugurate the working of the South Manchuria Railway.

## RUSSIAN EMBASSY AT TOKYO.

FALLING INTO LINE.

It is stated in *L'Echo de Chine* that the Russian Government has decided to change its legation at Tokyo to an embassy. As soon as sanction has been obtained from the Duma, the change will be made.

## PREACHING CHINESE HATRED.

The *Canton Daily News*, the new foreign paper at Canton, gives the following interesting translation:

The *Sze Man San Pao* of the 14th inst. contains the following article about the 14th of July.

Today is, according to the Western calendar, the 4th day of the 7th month, that is to say the anniversary of the conquest of Annam, and it is usual to assemble on this day in the different places of entertainment. We hear now that the French Consul and the French merchants of Shansoo are preparing the details of the festival and that on the evening also a great fireworks display will take place. A good many merchants of our own country have hired houseboats in time in order to witness the spectacle. The following must be remembered: Annam was formerly within the Chinese boundary; but to-day it belongs to France. Therefore I think that on the day of this French memorial festival, the Chinese merchants should feel a hatred without limit. Who would imagine that they do not know that on that day Chinese blood was poured and Chinese lives taken? But notwithstanding they all go to enjoy that festival. If we think no matter over could our people still say we love our country and care for it?

## NEW HERRIDES AGREEMENT.

In view of the repeated reports of Australasian dissatisfaction with the New Hobbies agreement between England and France, it may be pointed out that no complaints in this respect have yet reached the Foreign Office. The Government of Australia was asked for observations with regard to the agreement, and these observations are now on the way to England. But it is not considered likely that there will be any demand for a modification of the agreement, nor is there any reason for such modification. The official objections to the agreement which appeared in the Press and elsewhere were based upon incomplete and inaccurate reports of what was contained in the document, and it is believed that now that the true text has reached Australia, public opinion will undergo a considerable change.

CANTON  
(FROM OUR CORRESPONDENT.)

July 17th.

## RAILWAY AFFAIRS.

His Excellency Viceroy Shum has returned to Canton from Whampoa. He has invited the President, Vice-President and the Board of Directors of the Canton-Hankow Railway Company to a banquet at his Yamen on the 18th inst.

## I. M. CUSTOMS LOOTED.

It is reported in the native newspapers that last week a daring gang of robbers (over a hundred), armed with rifles and revolvers, attacked the I. M. Customs at Samshui. While they were ransacking the place, information was conveyed to the nearest military station, and a large body of braves appeared on the scene. A fight ensued and lasted about an hour. Seven of the robbers were arrested on the spot. The rest of them left with a considerable sum of money and booty. The Samshui Magistrate has sent seven robbers to Canton for trial. No further arrests have been made.

## THE LINCHOW MASSACRE.

The \$15,000 compensation for the murder of the missionaries at Linchow and the destruction of their property has just been paid to the American Consulate at Canton, as ordered. Recently Viceroy Shum communicated with the American Consul-General stating that the people in Linchow are very poor and that he was unable to exact the enormous sum of money from the villages and pay the indemnity at once. He begged for a reduction of the amount or else more time in which to pay it. The Consul replied that the matter was decided between the respective Governments, that he had no power to alter it, and that if the amount were not forthwith paid over he would telegraph to his Minister at Peking. On receipt of this reply Viceroy Shum gave instructions to the Bureau of Local Affairs on the 13th inst. to hand Tia \$4,000 to Wen Taotai, who paid it over to the American Consul on the same day. The Linchow murder affair is now closed.

## MUTINY OF PRISONERS.

Since Western reforms have been introduced in the prisons of China (referring to the introduction of handicrafts such as sho-making, raton work, etc.), there have been several cases of mutiny and in one or two instances prisoners have successfully used their tools as weapons. On the 12th inst. the prisoners over 300 of the Yeong Kong city (near Kowloon) prison mutinied. They took advantage of a temporary reduction in the number of their guards, killed the officer in charge, and disabled such of the braves as did not run away.

## THE YUNNAN RAILWAYS.

THOSE "ILL-TREATED COOLIES":

AUTHORITATIVE ANSWER.

We feel glad now that we did not lend a credulous ear to the stories of cruelty and ill-treatment of coolies employed by the Yunnan railway syndicate. It will be remembered that one missionary committed himself to plain assertions of murder and swindling; and that alone among the press of China, even before the *French Echo de Chine*, the *Daily Press* risked the opinion that the charges bore internal evidence of reckless exaggeration.

Mr. A. Wilson, author of the *Meungts* trade report for 1905, issued by the Imperial Maritime Customs of China (unimpeachable evidence, we hope), writes as follows:—

"The construction of the railway between Laokai and Yunnan-fu—that great enterprise to which all well-wishers of Yunnan look forward as the one means of permitting this province to take her proper place in the markets of the world—has been perseveringly pushed forward in the face of great difficulties, both climatic and economic. The vile climate of the Nan-hai Valley has levied a heavy toll on those who have dared to open up its primeval jungles and gullies. The death rate among the coolies imported from various parts of the Empire and put to work in this dreaded valley may, without exaggeration, be estimated at 5,000, or 70 per cent. of the total number employed on that particular section of the line. The company has made praiseworthy efforts to counteract the evils of the climate in this valley. They have constructed a large number of suitable dwellings both for foreigners and natives, and have doubled the number of hospitals, placing as many as seven doctors on the first 150 kilometres from Hekow. Instead, of attempting to carry on the work in the Nan-hai Valley all the year through, the work is suspended almost entirely during the summer rains and the coolies moved up to the works on the high and healthier plateau. This measure while it economises the life of that most important individual in the building of any railway, namely, the coolie, must considerably delay the completion of the line, and we must therefore wait till 1910 at least for that great desideratum, namely the linking up of Yunnan-fu with Haiphong. The year under review marks an important epoch in the history of French railway enterprise in Indo-China. On Christmas Day the first locomotive reached Laokai on the Tonkin-Yunnan border, and it is hoped that the coming spring will see the commencement of a through railway service between Haiphong and Laokai." What can be thought now of the reckless statements of which we complained?







## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, Daily Press, only, and special business matters to the Editor.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: PRESS, CODES: A.B.C., 5th Ed. LIVER'S.

Phone: 107, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## TO LET.

(EITHER IN WHOLE OR IN PART).

"THE ACACIAS" and "THE GROVE," having 25 Rooms, with detached Out-Houses and Kitchens, situated in Robinson Road, Kowloon. Well ventilated, with Electric Lights and Bath completely installed.

Apply to—

E. M. HAZELAND,  
No. 35, Queen's Road Central,  
or to

WING-ON, Contractor,  
No. 35, D'Almeida Street,  
Hongkong, 19th July, 1906. [1436]

## THE TRADE MARKS ORDINANCE, 1898.

NOTICE IS HEREBY GIVEN that LAI CHUN & COMPANY, of No. 122, Wellington Street, Victoria, Hongkong, CIGARETTE MANUFACTURERS, have on the 29th day of May, 1906, applied for the registration in Hongkong in the REGISTER OF TRADE MARKS of the following TRADE MARKS:

1. A device showing a Sea Fairy holding THREE GOLDEN CASH Tins to a Ribbon Overhead and Dancing. On the ground are strewn Four Golden CASH—Behind the Sea Fairy is a City wall.

2. A device showing a Sea Fairy holding THREE GOLDEN CASH Tins to a Ribbon Overhead in the act of Dancing. By the Fairy's right, on the floor is a Golden CASH standing upright, while Two Golden CASH stand on the left side of the Fairy. The whole device is within a Flowery Border.

3. A distinctive device showing a Man Sitting on a Chair by Table with his Left Arm resting on it holding with his Right Hand a Lighted Cigarette in the act of puffing. A Box and two Tins purporting to contain Cigars and Cigarettes are on the Table. The Man appears to be sitting within a Curtailed Space and on the background a Steamer can be seen.

4. A label containing a Tobacco Plant in Blossom upon a Gill background, in the name of LAI CHUN & COMPANY, who claim to be the proprietors thereof.

The TRADE MARKS are intended to be used by the Applicants forthwith in respect of the following goods:

CIGARETTES IN CLASS 45.

Fac-similes of the TRADE MARKS can be seen at the Office of the Colonial Secretary of Hongkong.

F. X. D'ALMEIDA & CASTRO,  
Solicitor for the Applicants.  
Dated the 18th day of July, 1906. [1437]

## BRITISH INDIA COMPANY, LIMITED.

## FOR AMOY, STRAITS AND RANGOON.

## THE Company's Steamship

"ZALDA,"  
Captain A. M. Rait, will be despatched as above on THURSDAY, the 25th inst., at DAYLIGHT.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
Agents.  
Hongkong, 19th July, 1906. [1438]

## BROCKLEBANK LINE TO THE PACIFIC.

## NOTICE TO CONSIGNEES.

## FROM KOBE AND YOKOHAMA.

## THE Company's Steamship

"MAIWARU,"  
having arrived. Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., where delivery may be obtained.

Optional Cargo will be discharged here unless notified to the contrary by given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the undersigned before Noon on the 25th July, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th July will be subject to risk.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 18th July, 1906. [1439]

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamer

"SUNDA,"  
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignments will be saved out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. Colombia, Italy.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 25th July, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent.  
Hongkong, 18th July, 1906. [1440]

## INTIMATIONS

## HONGKONG GYMKHANA CLUB.

THE FOURTH MEETING of the Season will be held at the HAPPY VALLEY, on SATURDAY, the 21st instant, commencing at 4 p.m.

The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

The Committee invite the Ladies of Hongkong to be present.

Post Entries will be accepted for Events Nos 2 and 4.

C. G. MACKIE,  
Hon. Secretary.  
Hongkong, 18th July, 1906. [1441]

## S.S. "LAISANG" GENERAL AVERAGE.

ARRIVED HONGKONG FROM CALCUTTA, PEKING and SINGAPORE, 8th December, 1905. On FIRE 29th November, 1905, between Singapore and Hongkong.

ALL CLAIMS to be included in the above General Average must be forwarded to Messrs. JARDINE, MATHESON & Co., Hongkong, General Managers, INDU-CHINA S.N. Co., Ltd., before 31st July, 1906, otherwise they will not be recognized.

Hongkong, 16th July 1906. [1442]

## NOTICE.

WE HEREBY beg to Notify our Customers that we CANNOT ACCEPT MORE THAN TWO DOLLARS in Subsidy Claims in payment of our accounts, AND OUR SHROFFS HAVE BEEN INSTRUCTED TO ADHERE STRICTLY TO THIS RULE.

A. S. WATSON & Co., Ltd.  
Hongkong, 4th July, 1906. [1443]

## NAVY CONTRACT.

TENDERS are invited for the SUPPLY of MISCELLANEOUS MATERIALS (Firewood, Lime, White Charcoal, etc., etc.) from 1st August, 1906, to H.M. DOCKYARD, Hongkong.

Forms of Tender can be obtained on application to the NAVAL STORE OFFICER, H.M. Dockyard, and should be returned not later than the 23rd July, 1906.

A Deposit of One Hundred Dollars (\$100) will be required when applying for Tender Forms. This will be returned if the tender is declined.

Hongkong, 18th July, 1906. [1444]

## NOTICE.

WANTED for the Land Survey Branch of the PUBLIC WORKS DEPARTMENT a LAND SURVEYOR with Good Qualifications. Engagement to be Temporary and Terminable at a Month's Notice. Salary £20 a month. Applications to be made to the Hon. Director of Public Works.

W. CHATHAM,  
Director of Public Works.  
Public Works Department.  
Hongkong, 16th July, 1906. [1429]

## THE PUBLIC HEALTH &amp; BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a COMMISSION has been appointed to enquire into and Report on the following matters, viz.:

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and, if not, what improvements can be made.

2. Whether any irregularity or corruption exists or has existed among the Officials charged with the administration of the aforesaid Regulations.

The Commission earnestly invite the Inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the undersigned.

Any person examined as a witness in the inquiry aforesaid who in the opinion of the Commission makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order,  
W. BOWEN-ROWLANDS,  
Secretary.  
Hongkong, 7th July, 1906. [1431]

## HONGKONG VOLUNTEER CORPS

## A GRAND

## PROMENADE

## CONCERT

WILL BE HELD ON THE VOLUNTEER PARADE GROUND ON SATURDAY, 21st JULY, AT 9.15 P.M.

TICKETS (\$2 and \$1) can be obtained from VOLUNTEER HEADQUARTERS (near Hong Kong Club) and from the ROBINSON PIANO CO.

Hongkong, 16th July, 1906. [1420]

## ON SALE.

## RATES OF EXCHANGE

## AT HONGKONG.

FOR DEMAND DRAFTS ON BOMBAY.

On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1905;

ALSO RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other Useful Information.

PRICE: 25 CASH.

On Sale at the "DAILY PRESS" Office, or Local Booksellers.

Hongkong, 16th April, 1906.

## PUBLIC COMPANIES

## THE HONGKONG LAND INVESTMENT AND AGENCY Co., Ltd.

AN INTERIM DIVIDEND of \$3.50 per Share for the Six Months ending 30th June, 1906, will be Payable on the 25th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th instant to the 25th instant (both days inclusive).

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary.

Hongkong, 10th July, 1906. [1439]

## THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of DOLLARS TWO per Share for the Six Months ending 30th June, 1906, will be Payable on the 25th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th to the 25th instant (both days inclusive).

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary.

Hongkong, 10th July, 1906. [1439]

## HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the registered Office of the Company, ALEXANDRA BUILDINGS, Des Voeux Road Central, Victoria, Hongkong, on TUESDAY, the 31st day of July, 1906, at 12 o'clock NOON, when the following Resolutions which were passed at an Extraordinary Meeting of the Company held on Saturday, the 14th day of July, 1906, pursuant to the Order dated the 28th day of March, 1906, made by the Supreme Court of Hongkong in its Original Jurisdiction in Action No. 371 of 1905, will be submitted for Confirmation as Special Resolutions.

1. That the Special Resolution being the Fourth in Number passed and confirmed at Extraordinary General Meetings of this Company held on the 3rd and 20th June, 1905, respectively together with all Agreements entered into thereunder and particularly the Agreement in writing bearing date the 18th day of October, 1905, made between this Company and its Liquidators (JOHN HUMPHREYS & SON) of the one part and the PEAK TRAMWAYS COMPANY, LIMITED, of the other part be and the same are hereby rescinded.

2. That the Draft Agreement submitted to this Meeting and expressed to be made between this Company and its Liquidators of the one part and the "PEAK TRAMWAYS CO., LTD." of the other part be and the same is hereby approved and that the said Liquidators be and they are hereby authorized pursuant to Sections 201 and 202 of the Companies Ordinance 1865 to enter into an Agreement with the said "PEAK TRAMWAYS CO., LTD." in the terms of the said Draft and to carry the same into effect with such (if any) modification as they may think expedient.

Dated 16th July, 1906.

JOHN D. HUMPHREYS & SON,  
General Managers.

## AUCTION

## PUBLIC AUCTION.

THE Undersigned will Sell by Public Auction, On TUESDAY, the 24th July, at 12 o'clock NOON, The Hulk "MEEANEE" late "SCREW," 3rd Rate, 354 tons. (Late used by War Department as a Hospital Ship).

CONDITIONS OF SALE.

The Hulk will be sold as she now lies in Hongkong Harbour with all Fittings, etc., and about 150 tons of IRON BALLAST on Board, with the exception of the following, which will not be sold, viz.:

CHAIN CABLES.

Cables will be removed by the NAVAL YARD when a date for the removal of the vessel has been arranged by purchaser with the NAVAL YARD.

The vessel will be open to Inspection for Seven Days before date of Sale, between 10 a.m. and Noon, and 2 p.m. and 4 p.m. (SATURDAY and SUNDAY excepted).

Inspecting Orders can be obtained from the Auctioneers.

The Sale will take place on Board. A Steam Launch to convey intending purchasers will leave Black Pier at 11 a.m., 11.30 a.m. and 11.45 a.m. on day of Sale.

Terms.—Cash before delivery, 25 per cent. of the purchase money to be paid on the full of the Hammer, balance and the clearance to be effected with 8 days after date of Sale.

HUGHES & HUGHES,  
Auctioneers to the Government.  
Hongkong, 12th July, 1906. [1433]

## MITSU BISHI GOSHI-KWAISHA (MITSU BISHI CO.)

## COAL DEPARTMENT

MARUNO-UCHI, TOKIO.

Cable Address, "IWASAKI," which applies to all Branch Offices.

At ABC 5th Ed., Western Union Codes used.

All Letters Addressed:

MANAGER, MITSU BISHI CO., with name of place under.

BRANCH OFFICES:—

NAGASAKI, MOJI, KOBE, KARATSU, SHANGHAI, HONGKONG AND HANKOW.

YOKOHAMA: M. ASADA, Esq.

CHINKING: Messrs. GRADING & Co.

MANILA: Messrs. MACDONALD & Co.

SOLE PROPRIETORS of Takashima, Ochi, Shinkawa, Namazawa and Kami-Yamada Collieries, and also Hojo Colliery, which will shortly be ready to produce on a large scale the best Buzen Coal.

The Head and branch Offices and the Agencies of the Company will receive any order for Coal produced from the above Collieries.

T. MATSUKI, Manager, Hongkong, No. 2, Pedder Street.

## TO LET

## TO LET.

"BROCKHURST," Peak, Newly Painted and Colour-washed, with use of Tennis Court, contains 6 Rooms. Splendid site and well suited for a Bachelor's Home. 2ND FLOOR in Central position, containing Four Large Rooms, Bathroom and Lavatory, with use of Electric Lift.

ONE SHOP at BEACONSFIELD ARCADE.

HOUSES on the ROBINSON ROAD Level, Cheap Rentals.

73, WYNDHAM STREET.

Apply to—

LINSTEAD & DAVIS,  
3rd Floor, Alexandra Buildings,  
Hongkong, 1st June, 1906. [1193]

## HONGKONG CLUB.

## TO LET.

TWO ROOMS on the Ground Floor of the Annex, from date, suitable for Offices. Anyone disposed to offer for the same please apply to—

C. H. GRACE,  
Secretary.  
Hongkong, 25th May, 1906. [1154]

## TO LET.

HOUSES in AUSTIN AVENUE and SALISBURY AVENUE, Kowloon. No. 5, OKANVILLE AVENUE, Kowloon.

Apply to—

HUMPHREYS ESTATE & FINANCE CO., LTD., Agents.  
Hongkong, 4th April, 1906. [1390]

## TO LET.

NO. 10, KENNEDY ROAD, a European Residential House, with Dining Room, Bedrooms, detached Servants' Quarters, Gas Light throughout. Situated in a lovely and shady locality. Terms moderate. Immediate possession.

Apply to—

COMPADORE,  
Tai Koo.  
Hongkong, 10th July, 1906. [1390]

## TO BE LET.

A LARGE FURNISHED BEDROOM in a Cool and Airy Detached House, with Board in English Family, suitable for Married Couple or Gentleman. Spacious Verandah. Good View of Harbour.

Apply by letter to—

"H. H. H.,"  
Care of "Daily Press" Office.  
Hongkong, 17th July, 1906. [1398]

## TO LET.

SEVEN EUROPEAN HOUSES, late P. Blackhead & Co. and Shewan, Tomes & Co.'s Offices, Ground Floors and Top Floor, with Godowns can be let separately or en bloc. Apply to—

CHUNG SHUN KOW,  
First Floor, No. 10, Queen's Road Central.  
Hongkong, 18th July, 1906. [61]

## TO LET.

NO. 16, HOLLYWOOD ROAD, and No. 2, OLD BAILEY.

Apply to—

ABRAHAM V. APCAR & CO.,  
45, Wyndham Street.  
Hongkong, 27th April, 1906. [1471]

## TO LET.

FURNISHED or UNFURNISHED ROOM, with Bathroom and Verandah attached. For further Particulars, apply to—

"M. X. Y.,"  
Care of "Daily Press" Office.  
Hongkong, 11th July, 1906. [1437]

## TO LET.

TWO GODOWNS, at East Point, close to the Water, suitable for the Storage of any Cargo.

Floor Area, 6,100 square feet each.

Apply to—

JARDINE, MATHESON & CO.,  
Hongkong, 20th January, 1906. [256]

## OFFICE TO LET.

IN ALEXANDRA BUILDINGS.

Apply to—

A. S. WATSON & Co., Ltd.,  
Alexandra Buildings.  
Hongkong, 23rd April, 1906. [1946]

## TO LET.

NO. 2, MACDONNELL ROAD.

Apply to—

COMPADORE'S DEPARTMENT,  
Nippon Yusen Kaisha.  
Hongkong, 3rd June, 1906. [60]

## TO LET.

NO. 13, GAGE STREET, 5-Roomed House, with a Godown.

Apply to—

E. A. & C. F. DE CARVALHO,  
14, Arbuthnot Road.  
Hongkong, 18th June, 1906. [1270]

## TO LET.

NO. 3, "FAIRVIEW," ROBINSON ROAD, Kowloon.

"ROSEBATH" and "WOODBURY" GARDEN ROAD, Kowloon, from 31st July.

2ND FLOOR No. 12, Queen's Road Central.

Apply to—

LEIGH & ORANGE,  
1, Des Voeux Road.  
Hongkong, 1st June, 1906. [501]

## TO LET.

SEYMOUR ROAD LOWER, No. 31.

PRAYA EAST, No. 91, Top Floor (Godown).

Apply to—

SAM WANG CO., LTD.,  
81, Queen's Road Central.  
Hongkong, 6th February, 1906. [366]

## TO LET.

NO. 3, CONDUIT ROAD. Electric Light fitting installed. Possession from 1st September, 1906.

Apply to—

H. M. H. NEMAZER,  
Hongkong, 9th June, 1906. [1242]

## TO BE LET OR SOLD.

With Immediate Possession—in Wanchoi Road.

GODOWN. Built of Brick, with Tiled Roof, just thoroughly repaired, about 4,000 square feet space, concrete flooring. Suitable for storage of any kind of merchandise.

Apply to—

"K."  
Care of "Daily Press" Office.  
Hongkong, 30th May, 1906. [1177]

## TO LET

## TO LET.

IN HOTEL MANSIONS, a suite of Three Large Offices on corner overlooking Des Voeux Road; coolie quarters and all modern conveniences. Telephone and Electric Light fittings installed. Apply—

REUTER, BROCKELMANN & Co.,  
Princes Buildings,  
Hongkong, 29th March, 1906. [1678]

## TO LET.

"TRANEE BUNGALOW," Kimberley Road, Kowloon.

Apply to—

ABRAHAM V. APCAR & Co.,  
45, Wyndham Street.  
Hongkong, 14th July, 1906. [1114]

## TO LET.

THREE LARGE GODOWNS, in the Praya East. Formerly in the occupation of the Mitsui Bussan Kaisha.

Apply to—



## FOR SALE

FOR SALE OR TO LET.  
AT THE PEAK.

A FIVE-ROOMED HOUSE, with Drying Dressing, and Bath-rooms; distant thirteen minutes by chair from the Tram; Kitchen and Servants' Quarters.  
For Particulars and Terms, apply to—  
**SHEWAN, TOMES & CO.**  
Hongkong, 9th May, 1906. [142]

STORAGE.  
FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 255 at NORTH POINT, Suitable for above Purpose. EXPENSIVE WATER FRONT. DEEP WATER.  
Also FOR SALE.  
Portion of MARINE LOTS Nos. 31 & 32 on PRAYA EAST. Approximate AREA 40,000 SQUARE FT. 999 YEARS' LEASE.  
For Particulars, apply—  
**GEO. FENWICK & CO., LTD.**  
Hongkong, 8th June, 1906. [153]

## INSURANCES

**NORTH BRITISH AND MERICAN  
FIRE INSURANCE COMPANY**  
TOTAL FUNDS AT 31st DECEMBER, 1905  
£17,557,119

I. AUTHORIZED CAPITAL, £3,000,000  
SUBSCRIBED CAPITAL, 2,750,000  
PAID-UP CAPITAL, 687,500  
II. FIRE FUNDS, 3,385,720 18 6

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
**SHEWAN, TOMES & CO., Agents.**  
Hongkong, 11th July, 1906. [134]

**AACHEN AND MUNICH FIRE INSURANCE CO.  
OF AIX-LE-CHAPPELLE.**

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
**REUTER, BROCKELMANN & CO., Agents.**  
Hongkong, 21st April, 1897. [111]

**LUNION OF PARIS FIRE INSURANCE COMPANY, LIMITED**

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
**SIEMSEN & CO., Agents.**  
Hongkong, 1st January, 1904. [29]

## INTIMATIONS

**DAVID CORSAIR & SON'S**  
MERCHANT NAVY  
NAVY BOILED  
LONG FLAX  
RELIANCE CROWN  
TARPAULING  
ARNHOLD, KARBBERG & CO.  
Sole Agents.  
851

**AUTOMATIC MAUSER  
PISTOLS.**

CALIBRE 7.63 mm.  
With CHAMBER for 10 CARTRIDGES  
FIRING 10 SHOTS in 2 SECONDS.  
**SIEMSEN & CO.**  
Hongkong, 3rd October, 1905. [45]

**DR. M. H. CHAUN.**

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.  
37, Des Vaux Road CENTRAL.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 4th September, 1905. [1563]

**SIEN TING.**

**SURGEON DENTIST.**  
No. 10, PAGUILAR STREET.  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st September, 1905. [638]

**HONGKONG-MACAO LINE.**

**S.S. "WING CHAI."**  
Captain T. Austin, R.N.R.

THIS Steamer departs from Hongkong daily (Sundays included), at 7.30 A.M., and from Macao at 2.30 P.M.  
FARES: (Week days) 1st Class (including cabin and servant), Single \$3, Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.  
Every Sunday will be an EXCURSION (the times of departure being in future the same as on other days) at the following rates: SUNDAYS ONLY.

1st Class Single... \$1.00  
With Cabin... \$2.00  
1st Class Return... \$2.00  
With Cabin... \$3.00  
3rd Class Single... 40 Cts.  
Return... 60  
Storage 20 cents each trip.  
Meals can be supplied on board, at \$1 per meal.

First Class Passengers who do not care to return on the Excursion Sunday will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the boiler cleaning, due notice will be given by the Captain, and the Half ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.  
**MING ON & CO.**  
2nd Floor, 16, Victoria Street.  
Hongkong, 22nd June 1906. [21]

## REGISTRATION OF PARTNERS.

A HOT PARTISAN.

The *Penang Gazette* remarks:—  
We have good reason to believe that the presence in Penang at the present moment of several well-known Singapore business men is not unconnected with an attempt which is being made to induce the Penang Chamber of Commerce to withdraw from the position it has taken up on the question of Registration of Partnerships. We have too much confidence in the commonsense and self-respect of the Penang merchants to believe that they will in this matter submit to dictation from the Singapore Chamber of Commerce. The only danger is that, most of the firms in Penang being merely branches subordinate to the direction and control of their Singapore head offices, the practically unanimous front presented by the Penang Chamber of Commerce on this important question may be broken, because individual members of the Chamber may not be in a position to adhere to their original attitude. We are all agreed that the Bill for the Registration of Firms stands in need of considerable amendment before it can be considered fit to figure upon the Statute book of the Colony, but the principle is a thoroughly sound one, and is supported not only by the banks, and the independent section of the European business community, but also by the general body of public opinion throughout the Straits which has been deeply impressed by the remarks on the subject made on various occasions by the Judges of the Supreme Court. The pretension of the Singapore Chamber of Commerce as it is at present constituted to figure as the representative and guardian of the Colony's commerce is ridiculous and impudent, and it will be regarded as such so long as the Directors of the Chamber are promoters and pillars of support of the Shipping and Freight Combinations and Conferences that drive away trade from this Colony and displace the British flag from our harbour. These combinations, by the institution of a most immoral system of discounts, commissions, and secret rebates, have undoubtedly enabled some of the Directors of the Singapore Chamber of Commerce and their firms to wax fat and to fill their own pockets, but this has been at the expense of the Empire and of the Colony, and the claim of these gentlemen to represent our local commercial interests has been very wisely ignored by the Colonial Office in dealing with the Singapore Harbour Scheme. We do not believe that either purchase or manipulation from Singapore will induce a majority of the Penang Chamber of Commerce to depart from the attitude with regard to Registration of Partnerships which Penang has consistently held for over twenty years. Penang does not change its opinions with every varying wind, and we are confident that any attempt to induce the Penang Chamber of Commerce to disown the Bill is doomed to failure.

It is true, the railways companies have only been too delighted to place a train at the President's disposal free, but lately Mr. Roosevelt has taken the view that it is very difficult to deal with some of the manifest railway evils which are crying for reform if he accepts favours from the companies. He, therefore, sought to secure from Congress a special vote for a travelling allowance.

Perhaps the vote may be restored later on, but in the meantime it has been knocked out. One representative wanted to make things easier for the President by increasing his salary to \$20,000, but no, Mr. Williams, the minority leader, said that President Roosevelt had \$100,000 a year from the country, also an establishment at the White House, which left him practically no expenses except for marketing. Why should he want more? "It is true that the Governor-General of Canada gets \$10,000 a year, also that the Governor of Australia has \$10,000 a year, and a rich country like America can afford to pay good salaries. That does not affect the question." Mr. Williams in fact, declared himself in favour of the simple, thrifty life for the country's first citizen, declaring that "there is too much junking by public officials of all kinds, and public officials, after all, are the hired hands of the people."

It was not expected that the President could save anything out of his salary for a rainy day, and in answer to the question, What shall we do with the ex-President's minority leader, Mr. Williams said: "We should do with them what we do with our blacksmiths, Congressmen, carpenters, and judges."

The question is shelved for the moment, but must come up again, because many wise Americans are coming to the conclusion some of the very best men in the country simply cannot afford to enter the public service which suffers on that account. The salaries given to some of the highest public officials here seem absolutely paltry by comparison with the salaries given to the men directing American business corporations which are often colossal. The result is that much talent capable of rendering great service to the State is diverted to the railways and other big business enterprises.

The *New York World's* special correspondent at Washington mentions that Mr. Roosevelt saw a number of newspaper correspondents, explaining to them that \$20,000 yearly would only just meet the expense of his official visits to different parts of the country. On every journey he is virtually compelled to take with him two special detectives, three representatives of the Press associations, a secretary, and a stenographer. The practice of previous Presidents had laid down a rule in addition, that the President is always expected to provide accommodation on his railway car for officials and local newspaper representatives.

If he could travel as an ordinary citizen he could save money, but custom determined otherwise.

Institutions inviting the President to visit them, such as the Carnegie Institute at Pittsburgh, are able and willing to defray all his expenses, but other institutions cannot do this, and he would use the allowance of \$5,000 for that purpose. The Swanne Institute in Tennessee, and the college at Kansas have urged him to come and make speeches. He desires to do so, but they are unable to pay the expenses, and unless Congress supplies the money he will be unable to go.

The *World's* Washington correspondent says that Mr. Roosevelt also justly complains that because Congress has not provided suitable stabling at the White House his favourite horse, presented to him by ranchmen, is dying there. It is alleged that, owing to the insanitary conditions it is the intention of the President, as communicated to the correspondents the other day, to ask that the White House stable shall be closed, and he has given authority to keep his horses elsewhere.

## MR. ROOSEVELT'S SALARY.

Nobody denies that President Roosevelt earns his salary of £10,000 a year, but despite the great wealth of the country and the importance of his office, there is no disposition among many of his countrymen to augment that amount. The House of Representatives refused to grant \$5,000 for travelling expenses for the forthcoming year for the President, his family, and guests, which sum would have relieved the President considerably, for he is not a rich man, and the cost of visiting distant States officially, if he is obliged to pay his own expenses, will be a heavy burden. Hitherto, it is true, the railways companies have only been too delighted to place a train at the President's disposal free, but lately Mr. Roosevelt has taken the view that it is very difficult to deal with some of the manifest railway evils which are crying for reform if he accepts favours from the companies. He, therefore, sought to secure from Congress a special vote for a travelling allowance.

Perhaps the vote may be restored later on, but in the meantime it has been knocked out. One representative wanted to make things easier for the President by increasing his salary to \$20,000, but no, Mr. Williams, the minority leader, said that President Roosevelt had \$100,000 a year from the country, also an establishment at the White House, which left him practically no expenses except for marketing. Why should he want more? "It is true that the Governor-General of Canada gets \$10,000 a year, also that the Governor of Australia has \$10,000 a year, and a rich country like America can afford to pay good salaries. That does not affect the question." Mr. Williams in fact, declared himself in favour of the simple, thrifty life for the country's first citizen, declaring that "there is too much junking by public officials of all kinds, and public officials, after all, are the hired hands of the people."

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## PURE FRESH WATER.

**THE HONGKONG STEAM WATER BOAT CO., LTD.** is prepared to supply any Quantity of PURE FRESH WATER to the Shipping, both for Deck and Boulders.

Call Flag—W.  
J. W. KEW,  
Manager,  
Hotel Mansions, 3rd Floor,  
Hongkong, 8th August, 1906. [1243]



**MITSU BISHI DOCKYARD  
AND ENGINE WORKS,  
NAGASAKI.**

CODE WORD: "DOCK."  
A.I., A.B.C., and Engineering Code Used  
NEW DOCK NOW OPEN.

DOCK No. 3.  
Extreme Length... 722 feet.  
Length on Blocks... 714  
Width of Entrance on Top... 961  
Width of Entrance on Bottom... 831  
Water on Blocks at Spring Tide 344

DOCK No. 1.  
Extreme Length... 523 feet.  
Length on Blocks... 513  
Width of Entrance on Top... 88  
Width of Entrance on Bottom... 77  
Water on Blocks at Spring Tide 254

DOCK No. 2.  
Extreme Length... 371 feet.  
Length on Blocks... 361  
Width of Entrance on Top... 68  
Width of Entrance on Bottom... 53  
Water on Blocks at Spring Tide 22

Suitable for vessels up to 1,000 TONS.  
THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK OF MATERIAL is always on hand.  
THE COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P. specially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice. [1175]

## GREGOR &amp; CO.,

QUEEN'S ROAD CENTRAL.

## LIQUEURS

FROM

**MARIE BRIZARD & ROGER, BORDEAUX.**

AWARDS

THE HIGHEST WHEREVER EXHIBITED.

CASH loss 10 per cent. CREDIT loss 5 per cent.

## Why drink other beverages

when in Van Houten's Cocoa you have an enjoyable beverage which not only stimulates but also invigorates.

"A perfect beverage, combining Strength, Purity and Solubility."

Medical Annual.

"Refreshes and fortifies the system."

Court Journal.

**van Houten's**

A Cocoa you can Enjoy.

## Careful Attention

should always be given to the teeth, not merely because clean, white teeth form so valuable an ornament to everyone's appearance, but also because they must be kept fit for the performance of their primary function—mastication.

**Calver's  
Tooth Powder**

## Cleans the Teeth

easily, pleasantly and thoroughly, as its enormous sale all over the world clearly shows, leaves the mouth deliciously refreshed, and fulfils the requirements of modern hygiene by its antiseptic value.

Sold by all local Chemists and Stores.

Made by F. C. Calvert & Co., Manchester, Eng.

HONGKONG  
BUSINESS DIRECTORY.

## BOOKBINDING.

"DAILY PRESS" OFFICE.  
The only office in China having European taught workmen Equal to Home work.

## IRON MERCHANTS.

**SINGON & CO.**  
Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers. Pig Iron and Foundry. Coke Importers. General Storekeepers and Commission Agents.  
35 & 37, Hing Loong Street (1st Street, West of Central Market.) Telephone No. 515.

## PHOTOGRAPHER

**M. MUMBYA, JAPANESE ARTIST.**  
Bromide and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 82, Queen's Road Central.

## PRINTING.

"DAILY PRESS" OFFICE.  
Proofs read by Englishmen.

## HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.

## TIME TABLE.

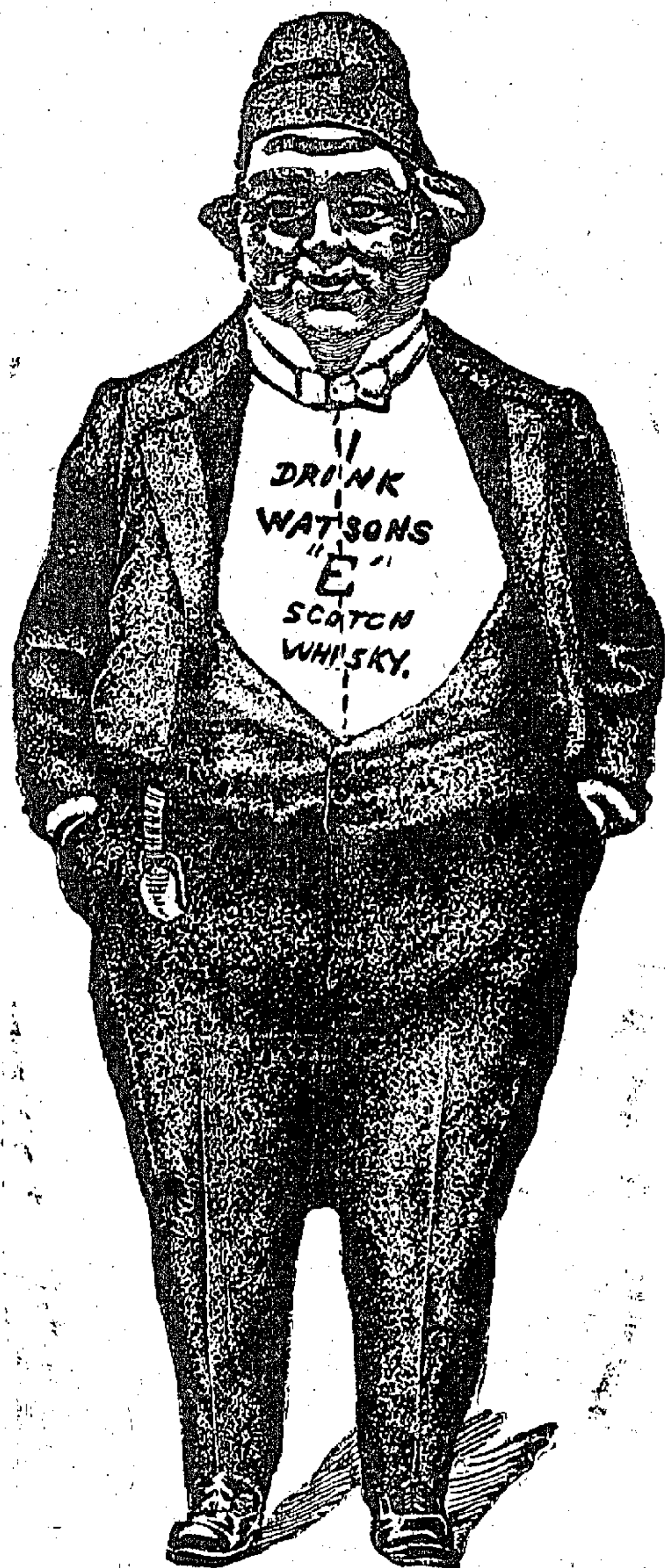
## WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 10 minutes.  
8.00 a.m. to 8.30 a.m. Every 15 minutes.  
8.30 a.m. to 9.00 a.m. Every 10 minutes.  
9.00 a.m. to 11.00 a.m. Every 10 minutes.  
11.00 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 5.00 p.m. Every 10 minutes.  
5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.  
8.45 p.m. & 9.00 p.m. 8.45 to 11.15 p.m. every 15 minutes.  
SATURDAY.  
Extra cars at 11.30 p.m. and 11.45 p.m.

SUNDAY.  
8.00 a.m. to 9.00 a.m. Every 10 minutes.  
9.00 a.m. to 9.30 a.m. Every 15 minutes.  
9.30 a.m. to 10.30 a.m. Every 10 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.00 a.m. to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 6.00 p.m. Every 15 minutes.  
6.00 p.m. to 8.00 p.m. Every 10 minutes.  
8.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.00 p.m. Every 10 minutes.  
NIGHT CARS at 8.15 p.m. & 9.00 p.m. 8.15 to 11.15 p.m., every half hour.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Vaux Road Central.  
**JOHN D. HUMPHREYS & SON,** Liquidators.  
Hongkong, 13th July, 1906. [78]



\$15.00 PER CASE.

**A. S. WATSON & CO., LD.**

WINE & SPIRIT MERCHANTS,

ALEXANDRA BUILDINGS,

ESTABLISHED, A.D. 1841.

## THE TWO YEARS' SERVICE SYSTEM.

The *Asahi Shimbun* says that the Japanese War Office authorities are busily engaged compiling regulations for the change of period of service with the colours from three years to two years. The methods adopted in France and Germany, where the two-years' system is in vogue, are being carefully considered. It is generally known that the tendency in recent times has been to lessen the conscript's period of service with the colours. In Germany and France three years used to be the term, whereas it is now two years, and Russia's former four years have been reduced to three. A prominent Russian officer recently contributed to the *Frankfurter Allgemeine* an article proving that although nominally trained during three years, the Russian conscript does not actually receive instruction for more than 140 days. This is explained by deducting Sundays, holidays and various other occasions of exemption from military duties. The upshot of the matter is that in Germany, where the two-years' system prevails, men are actually trained for 140 days longer than in Russia under the three-years' system. The *Tokyo Journal* says that the Japanese regulations will provide for 140 days more than the Russian methods provide, but apparently the German rule will remain the most efficient.

How to be BEAUTIFUL—Keep your complexion, Mrs. Ellen's Creme Charming, Lait Charming and Special Skin Tonic and Poudre Charming will enable you to do it. Her specialities for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents. [51]



## SHIPPING

**ARRIVALS.**  
HAMBURG, Japanese cruiser, 1,300, Ishibashi, 18th July—Touma 18th July.  
JAPAN, British str., 2,795, P. Noddy, 17th July—Shanghai 14th July, General—P. & O. S. N. Co.  
KANGAROO, British str., 1,143, T. W. Pickard, 18th July—Newcastle and Cleve 12th July, General—Butterfield & Swire.  
KICKAPOO, British str., 1,226, Miller, 18th July—Shanghai 14th July, General—Butterfield & Swire.  
MADEIRA, German str., 1,020, S. Simpson, 18th July—Bangkok 7th July, General—Butterfield & Swire.  
MARWARRI, British str., 3,638, H. C. Norris, 18th July—Kobe 12th July, General—Sander, Wierler & Co.  
MASAN MARU, Japanese str., 1,244, S. Tagami, 18th July—Swatow 17th July, General—O. S. N. Co.  
MASSACHUSETTS, British str., 4,672, G. M. Montford, 18th July—London 3rd June and Singapore 18th July, General—P. & O. S. N. Co.  
PACIFIC, British str., 5,905, J. Barwise, 18th July—Shanghai 15th July, General—Butterfield & Swire.

**CLEARANCES.**  
AT THE HARBOR MASTER'S OFFICE  
July 18th.  
Ced. Hinderichsen, German str., for Haiphong.  
Herman, British str., for Saigon.  
Jagou, British str., for Singapore.  
Jokoue, German str., for Swatow.  
Paga, Norwegian str., for Calcutta.

**DEPARTURES.**  
July 18th.  
ACKERMAN, German str., for Haiphong.  
CHURCH, Chinese str., for Shanghai.  
CLARA JENSEN, German str., for Hongkong.  
GIESSEN, British str., for Shanghai.  
HUE, French str., for Haiphong.  
KALING, British str., for Haiphong.  
MACQUEEN, American str., for Manila.  
MONTAGUE, British str., for Vancouver.  
P. H. LEITCH, German str., for Shanghai.  
PRINCE OF WALES, British str., for London.  
S. MIA, German str., for Shanghai.  
SEYDLITZ, German str., for Europe.  
TERRACON MARU, Jap. str., for Kuchino.

**SHIPPING REPORTS.**  
The British str. *Kickapoo* reports: Light winds and fine weather.  
The British str. *Kangaroo* reports: Light variable wind and calm, fine and clear. On 16th July passed H.M.S. *Thistle*, bound north.

**VESSLS IN DOCK.** July 18th.  
ABENDEN DUCKS—  
KOWLOON DOCKS—*Alta*, *Malacca*, *Hercules*, U.S.A.T. *Logan*, *Crane*, *Tanaka*, *Pamela*, *Tanaka*.  
COSMOPOLITAN DOCK—*Protea*.

**VESSLS ON THE BERTH.**  
DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.

THE Company's Steamship  
"HAIMUN."  
Captain A. J. Robson, will be despatched for the above Ports TO-DAY, 18th inst., at 2 P.M.  
For Freight or Passage, apply to  
DOUGLAS LARRAIK & Co.,  
General Managers.  
Hongkong, 18th July, 1906. [142]

BRICKLEBANK LINE TO THE FAR EAST.  
STEAM TO SINGAPORE AND CALCUTTA.

THE British Steamship  
"MARWARRI."  
Captain Norris, will be despatched for the above Ports TO-MORROW, the 20th inst., P.M.  
For Freight, apply to  
SANDER, WIELER & Co.,  
Agents.  
Hongkong, 18th July, 1906. [1416]

THE NORTHERN STEAMSHIP CO. LD., OF ST. PETERSBURG.

FOR OUESSA.

THE Steamship  
"SELENGA."  
will be despatched for the above Port on or about 24th inst.  
For Freight & Further Particulars, apply to  
BLADLEY & Co.,  
Agents.  
Hongkong, 18th July, 1906. [1417]

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship  
"ERNEST SIMONS."  
Captain Bourdon, will be despatched for the above Ports on or about MONDAY, 23rd inst.  
For Freight or Passage, apply to  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, 17th July, 1906. [2]

NIPPON YUSEN KAISHA.

HONGKONG-SWATOW-DANGKOK LINE.

FOR BANGKOK VIA SWATOW.

THE Chartered Steamship  
"PROTEUS."  
Captain N. C. Krabbe, will be despatched as above on TUESDAY, 24th inst., at Noon.  
For Freight or Passage, apply to  
NIPPON YUSEN KAISHA,  
Princes Building.  
Hongkong, 19th July, 1906. [1413]

JAVA-CHINA-JAPAN LINE.

FOR BATAVIA, CHERIBON, SAMARANG, SOERABAYA & MACASSAR.  
(Taking cargo to all ports in Netherlands India on through Bill of Lading.)

THE Steamship  
"TUPANAS."  
Captain Pander, will be despatched for the above Ports on or about the 29th inst.  
For Freight and further information, apply to the  
Head Agent of the  
JAVA-CHINA-JAPAN LINE,  
(York Buildings, 1st Floor).  
Hongkong, 18th July, 1906. [1425]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG	REG.	DEPT.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via USUAL PORTS OF CALL.	DEVANHA	Brit. str.	—	—	T. H. Hide, R.N.R.	P. & O. S. N. Co.	On 28th inst., at Noon.
LONDON, AMSTERDAM & ANTWERP.	PINGUEY	Brit. str.	1 m.	—	—	BUTTERFIELD & SWIRE	On 31st inst.
LONDON, AMSTERDAM & ANTWERP.	ORBERTS	Brit. str.	1 m.	—	—	BUTTERFIELD & SWIRE	On 14th Aug.
LONDON, AMSTERDAM & ANTWERP.	ACHILLES	Brit. str.	1 m.	—	—	BUTTERFIELD & SWIRE	On 28th Aug.
MARSEILLES, &c., via PORTS OF CALL.	TOREIN	French str.	—	—	Charbonnel	MESSAGERIES MARITIMES	On 24th inst., at 1 P.M.
BREMEN, via PORTS OF CALL.	BAYERN	Ger. str.	—	—	H. Formes	MELCHERS & Co.	On 1st Aug., at Noon.
ODessa	SELENGA	Rus. str.	—	—	Bradley & Co.	BUTTERFIELD & SWIRE	About 21st inst.
HAYRE & HAMBURG via STRAITS, &c.	SCHWARZBURG	Ger. str.	k.w.	—	Eckhorn	HAMBURG-AMERIKA LINE	On 24th inst.
HAYRE & HAMBURG via STRAITS, &c.	ALBESIA	Ger. str.	k.w.	—	Luning	HAMBURG-AMERIKA LINE	On 7th Aug.
HAYRE & HAMBURG via STRAITS, &c.	SPEZIA	Ger. str.	k.w.	—	Muller	HAMBURG-AMERIKA LINE	On 21st Aug.
COPENHAGEN & BALTIC PORTS.	ALONDOUS	Brit. str.	1 m.	—	—	BUTTERFIELD & SWIRE	On 30th Aug.
TRIESTE, &c., via SINGAPORE, &c.	NORDKAP	Dan. str.	—	—	Brueck	MELCHERS & Co.	About 20th inst.
NAPLES, HAYRE & HAMBURG.	CHINA	Ger. str.	k.w.	—	Damianovich	HAMBURG-AMERIKA LINE	On 2nd Aug., P.M.
NAPLES, HAYRE & HAMBURG.	SILERSIA	Ger. str.	k.w.	—	Bahls	HAMBURG-AMERIKA LINE	On 4th Sept.
GENOA, MARSEILLES & LIVERPOOL.	SCANDIA	Brit. str.	1 m.	—	Duhsen	HAMBURG-AMERIKA LINE	On 18th Sept.
GENOA, MARSEILLES & LIVERPOOL.	THURCH	Brit. str.	1 m.	—	—	BUTTERFIELD & SWIRE	To-morrow.
BOSTON & NEW YORK.	TYDOKS	Brit. str.	1 m.	—	—	BUTTERFIELD & SWIRE	On 26th Aug.
NEW YORK via PORTS & SUEZ CANAL.	JERICHO	Brit. str.	—	—	Thompson	ARNHOLD, KARBBERG & Co.	About 23rd inst.
NEW YORK via PORTS & SUEZ CANAL.	HUDSON	Brit. str.	—	—	Fenton	STANDARD OIL CO.	About 12th Aug.
NEW YORK via PORTS & SUEZ CANAL.	LOWTHER CASTLE	Brit. str.	—	—	—	DODWELL & Co., Ltd.	About 15th inst.
NEW YORK via PORTS & SUEZ CANAL.	JOHN HARDIE	Am. str.	—	—	—	SHAW, TONER & Co.	About 25th Aug.
VANCOUVER via SHANGHAI JAPAN, &c.	ALBENGA	Ger. str.	—	—	Peterson	CANADIAN PACIFIC R. Co.	On 1st Aug.
VANCOUVER via SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	1 m.	—	—	CANADIAN PACIFIC R. Co.	On 8th Aug.
VICTORIA (B.C.) & TACOMA via JAPAN.	TASTAR	Am. str.	—	—	E. V. Roberts	DODWELL & Co., Ltd.	On 1st inst.
VICTORIA (B.C.) & TACOMA via JAPAN.	SHAWMUT	Brit. str.	1 m.	—	—	BUTTERFIELD & SWIRE	On 4th Aug.
PORTLAND, OREGON via SHANGHAI, &c.	TELEMACUS	Ger. str.	—	—	Metzenhuth	PORTLAND & ASIATIC S.S. Co.	On 14th Aug., at Noon.
AUSTRALIAN PORTS via MANILA.	ARABIA	Ger. str.	—	—	Lenz	MELCHERS & Co.	On 24th inst., at Noon.
AUSTRALIAN PORTS via MANILA.	PRINCE SIGISMUND	Ger. str.	—	—	St. John George	GIBB, LIVINGSTON & Co.	On 28th inst., at Noon.
NAGASAKI & VLADIVOSTOCK.	EMIRIE	Brit. str.	k.w.	—	—	HAMBURG-AMERIKA LINE	End of July.
YOKOHAMA via SHANGHAI, MOJI & KOBE.	DAPINE	Ger. str.	—	—	G. M. Montford, R.N.R.	P. & O. S. N. Co.	About 19th inst.
YOKOHAMA & KOBE.	SUNDA	Brit. str.	—	—	—	MELCHERS & Co.	About 27th inst.
YOKOHAMA & KOBE.	SILERSIA	Dan. str.	—	—	—	MELCHERS & Co.	On 1st Aug.
YOKOHAMA & SAN FRANCISCO.	WILHELM	Ger. str.	—	—	—	SHAW, TONER & Co.	On 4th Aug.
KOBE & YOKOHAMA.	DAKOTAH	Ger. str.	—	—	—	SIEMSEN & Co.	To-day.
KOBE	SHANSHI	Brit. str.	1 m.	—	—	BUTTERFIELD & SWIRE	To-morrow.
KOBE	TAIYUAN	Brit. str.	1 m.	—	—	BUTTERFIELD & SWIRE	On 25th inst.
KOBE	CHIBUBING	Brit. str.	—	—	—	JARDINE, MATHESON & Co.	To-morrow, at 4 P.M.
TIENSIEN via SWATOW & CHEFOO.	CHOWSANG	Brit. str.	—	—	—	JARDINE, MATHESON & Co.	To-morrow, at 4 P.M.
SHANGHAI via SWATOW.	ACESTIA	Am. str.	—	—	Bilfinger	SANDER, WIELER & Co.	To-morrow, P.M.
SHANGHAI, YOKOHAMA & KOBE.	SOSHU MARU	Jap. str.	1 m.	—	T. Suruga	BUTTERFIELD & SWIRE	On 22nd inst., at 10 A.M.
SHANGHAI via SWATOW, AMOY & FOCHOW.	KIKIANG	Brit. str.	—	—	Bourdon	BUTTERFIELD & SWIRE	On 23rd inst.
SHANGHAI.	ERNEST SIMONS	Ger. str.	k.w.	—	E. H. Gordon	MESSAGERIES MARITIMES	About 23rd inst.
SHANGHAI, KOBE & YOKOHAMA.	SAXONIA	Ger. str.	—	—	—	HAMBURG-AMERIKA LINE	On 25th inst.
SHANGHAI, YOKOHAMA & KOBE.	SHENSHING	Brit. str.	1 m.	—	—	P. & O. S. N. Co.	About 26th inst.
SHANGHAI.	SILERSIA	Ger. str.	k.w.	—	—	HAMBURG-AMERIKA LINE	On 3rd Aug.
SHANGHAI, YOKOHAMA & KOBE.	MAKAN MARU	Jap. str.	—	—	S. Tagami	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI.	AKASHI MARU	Jap. str.	—	—	K. Ohta	OSAKA SHOSHEN KAISHA	To-morrow, at 10 A.M.
SHANGHAI.	FRITZHOFF	Ger. str.	—	—	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	On 21st inst., at 10 A.M.
AMOY, STRAITS & RANGOON.	ZAIDA	Brit. str.	—	—	A. M. Reid	JARDINE, MATHESON & Co.	On 25th inst., at Noon.
SWATOW, AMOY & FOCHOW.	HAIMUN	Brit. str.	1 m.	—	A. J. Robson	DOUGLAS LARRAIK & Co.	To-day, at 2 P.M.
SWATOW, WEIHAIWEI, CHEFOO & TIENSIEN.	KWEICHOW	Brit. str.	—	—	R. Almond	BUTTERFIELD & SWIRE	On 24th inst.
MANILA.	RUBI	Brit. str.	—	—	N. C. Krabbe	SHAW, TONER & Co.	On 21st inst., at Noon.
MANILA.	TAMING	Brit. str.	1 m.	—	—	BUTTERFIELD & SWIRE	On 24th inst.
MANILA.	ZAFIRO	Brit. str.	—	—	—	SHAW, TONER & Co.	On 25th inst., at Noon.
MANILA.	PROTEUS	Nor. str.	—	—	—	NIPPON YUSEN KAISHA	On 24th inst., at Noon.
BANGKOK via SWATOW.	POOKRANG	Brit. str.	—	—	Jardine, Matheson & Co.	JARDINE, MATHESON & Co.	To-morrow, at 4 P.M.
SINGAPORE, PENANG & CALCUTTA.	MARWARRI	Brit. str.	—	—	Norris	JARDINE, MATHESON & Co.	To-morrow, P.M.
SINGAPORE, PENANG & CALCUTTA.	KUMSANG	Brit. str.	—	—	Pander	JAVA-CHINA-JAPAN LINE	On 24th inst., at 3 P.M.
BATAVIA, CHERIBON, SAMARANG, &c.	TUPANAS	Dut. str.	—	—	—	—	About 28th inst.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
YOKOHAMA via SHANGHAI, MOJI & KOBE.	SUNDA	About 19th July	Freight and Passage.
SHANGHAI	MOLDAVIA	About 26th July	Freight and Passage.
LONDON &c., via USUAL PORTS OF CALL.	DEVANHA	Noon, 28th July	See Special Advertisement.

For further Particulars, apply to  
E. A. HEWITT,  
Superintendent.  
Hongkong, 18th July, 1906. [1]

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. Almond	Manila	On 21st July, Noon.
ZAFIRO	2540	R. Rodger	Manila	On 28th July, Noon.

For Freight or Passage apply to  
SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.  
Hongkong, 16th July, 1906. [15]

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. Almond	Manila	On 21st July, Noon.
ZAFIRO	2540	R. Rodger	Manila	On 28th July, Noon.

For Freight or Passage apply to  
SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.  
Hongkong, 16th July, 1906. [15]

## HONGKONG-NEW YORK.

## AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via PORTS AND SUEZ CANAL.  
(WITH LIBERTY TO CALL AT THE MALABAR COAST).  
S.S. "JOHN HARDIE" ... About 20th August.  
For freight and further information apply to  
SHEWAN TOMES & CO.,  
GENERAL AGENTS  
Hongkong, 28th June, 1906. [19]

## HAMBURG-AMERIKA LINIE.

HOME LINE—OUTWARD.  
STEAMERS  
SAXONIA  
SILERSIA  
SCANDIA  
DESTINATION  
SHANGHAI, YOKOHAMA & KOBE  
SHANGHAI, YOKOHAMA & KOBE  
SHANGHAI, YOKOHAMA & KOBE  
TO SAIL  
25th July  
3rd Aug.  
9th Aug.

HOME LINE—HOMeward.  
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

STEAMERS	DESTINATION	TO SAIL
*SCHWARZBURG	HAYRE & HAMBURG	On 24th July
*ALEZIA	HAYRE and HAMBURG	On 7th Aug.
*SPEZIA	HAYRE and HAMBURG	On 21st Aug.
*SILERSIA	NAPLES, HAYRE & HAMBURG	On 4th Sept.
*SCANDIA	NAPLES, HAYRE & HAMBURG	On 18th Sept.

\* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and cabins amidships. Lighted throughout by electricity. Daily qualified doctor and stewardess on board.

COAST SERVICE.  
STEAMERS  
DAPHNE  
KOWLOON  
LYDIA  
DESTINATION  
NAGASAKI & VLADIVOSTOCK. End of July.  
KOBE & YOKOHAMA.  
To follow.  
19th July. Freight & Passengers.

For Freight and Passage, apply to  
HAMBURG-AMERIKA LINIE,  
SIEMSEN & CO.  
HONGKONG OFFICE. [12]

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.  
CONNECTING AT TACOMA WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C. AND TACOMA  
via  
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SHAWMUT	9,606	E. V. Roberts	On 27th July.
TREMONT	9,606	T. W. Garlick	On 22nd August.

† Cargo only.  
CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.  
For further information apply to—  
DODWELL & CO., LIMITED,  
GENERAL AGENTS.  
QUEEN'S BUILDINGS.  
Hongkong, 25th April, 1906. [7]

## VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM-TO  
SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"AUSTRIA."  
Captain Bilfinger, will leave for the above places TO-MORROW, the 20th inst., P.M.  
For Freight or Passage, apply to  
SANDER, WIELER & Co.,  
Princes Building.  
Hongkong, 12th July, 1906. [3]

COMPAGNIE DES MESSAGERIES MARITIMES.  
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON  
SINGAPORE, BATAVIA,  
COLOMBO, CALCUTTA,  
D. D. E. N.  
DJIBOUTI, EGYPT,  
MARSEILLES, LONDON,  
HAVRE, BORDEAUX,  
MEDITERRANEAN  
AND BLACK SEA PORTS.

THE Steamship  
"TONKIN."  
Captain Charbonnel, will be despatched for MARSEILLES on TUESDAY, the 24th July, at 1 P.M.

This Steamer connects at Colombo with the Australian line s.s. *Australian*, bound for Marseilles via BOMBAY and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:  
S.S. "ARMAND BEHIC" ... 7th Aug.  
S.S. "ERNEST SIMONS" ... 21st Aug.  
S.S. "CALEDONNIEN" ... 4th Sept.  
S.S. "POLYNESIEN" ... 18th Sept.  
S.S. "SALAZIE" ... 2nd Oct.

G. DE CHAMPEAUX,  
Agent.  
Hongkong, 11th July, 1906. [2]

REGULAR  
STEAMSHIP SERVICE TO NEW  
YORK  
via PORTS AND SUEZ CANAL  
(WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.  
1906  
"LOWTHER CASTLE" ... 25th July.  
"ATHOL" ... To follow.

For Freight and further information, apply to  
DODWELL & CO., LD.,  
Agents.  
Hongkong, 19th July, 1906. 787

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at MANILA, TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship  
"EMPIRE."  
Captain St. John George, will be despatched for the above Ports on SATURDAY, the 25th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 3rd July, 1906. [1355]

THE AMERICAN & ORIENTAL LINE







